

The Bisbee Daily Review

Published Every Day Except Monday by the
State Consolidated Publishing Company

Business Office—Phone No. 39.
Branch Connecting all Departments.

SUBSCRIPTION RATES

SINGLE COPIES, Daily\$.06
PER MONTH75
THREE MONTHS 2.25
SIX MONTHS 4.00
TWELVE MONTHS 7.50
SUNDAY (Our Weekly) per year 2.50
SUNDAY (Our Weekly) per quarter75

No subscription taken for less than 75c.

Subscribers who fail to receive their paper promptly are requested to notify the business office.

Advertising Rates on Application.
Entered as second-class mail matter.

Tuesday, November 9, 1915.

MUNICIPAL OWNERSHIP LOSSES.

The residents of Detroit of a proposal for public ownership of its street car system was, under the circumstances, a little surprising. Detroit is a somewhat radical city, with a well informed body of citizens taking a keen interest in public affairs, and has shown a distinct leaning toward municipal ownership of public utilities. It already owns its own electric lighting plant. The proposition submitted to the voters on election day was unusually attractive.

The prices for the traction lines was to be fixed by the circuit court. The system was to be managed not by politicians but by three of the biggest and most thoroughly trusted business men in Detroit, one of them James Couzens, who until lately was vice president and general manager of the Ford Automobile company. Yet the measure failed of public approval.

There is obviously a limit beyond which American voters are not yet ready to go in public ownership innovation. Cleveland, like Detroit, has gone into the electric lighting business, and has its own garbage plant and certain other public business enterprises. But it has been no more willing than Detroit to assume responsibility for a big transportation system. Its traction lines are operated under municipal control, combined with private ownership. It has succeeded through this system in getting good service and low fares, and Detroit has done nearly as well by public regulation. Chicago, the biggest American city to grapple seriously with the transportation problem, has likewise left the ownership of its traction lines in private hands, maintaining a public control which, though it hasn't lowered fares or improved the service noticeably, has turned a big part of the profits into the city treasury.

THE GREAT SUFFRAGE "DRIVE".

More than 1,000,000 men in Massachusetts, New York and Pennsylvania voted for woman suffrage on Nov. 2. In New York state the ratio against suffrage was only five to four. In Pennsylvania it was considerably less than that; in fact, it appears that the cause would have actually won in that state except for the "machine vote" in Philadelphia.

In view of this really amazing showing, it seems extremely likely that a continuance of the same intelligent and vigorous methods will bring success to the women in the next trial. It may take two or three more campaigns for Massachusetts and New Jersey, but Pennsylvania and New York are obviously nearly ready to give the women what they want. It's chiefly a question of a few thousands more women becoming sufficiently interested to join their suffragist sisters in persuading a few thousand more men.

Under the circumstances the best friends of woman suffrage hope that they will continue fighting it out on the line, state by state, in the East and elsewhere, instead of giving up, as some of their leaders say they intend doing, and concentrating on congress. Presumably it will be easier to get what they want by a popular majority vote of their own communities than by persuading two-thirds of a congress containing so large a hostile element. And aside from the question of expediency, there is the basic question of popular democracy—is it right or wise to force woman suffrage on any state, against that state's will, and before that state is ready for it?

IMMIGRANT SOLDIERS FOR DEFENSE.

It has become the fashion lately among supercilious Americans to speak of our immigrant population as a liability, at least in case of a foreign war. Nothing, perhaps, could be farther from the truth. In fact, if it should come to a sudden emergency in the near future and the nation were driven to raise an army quickly to defend our territory from invasion, it is likely that we should be aided not by native Americans, but by recent immigrants from continental Europe.

A New York man named Alexander Konta, himself of alien origin, has called attention to a fact which becomes obvious the moment it is mentioned, and which has never been ignored in all formal plans for the nation's defense. It is this:

Most of our male immigrants today are young men who have thorough military training in the best armies of Europe. They are fitted by discipline, age and vigor for service in the American army.

Mr. Konta advocates a system of careful registry for immigrants with a special view to their military availability. "A system of registry," he says, "by the federal government first, then by city and state or village, could

readily enable our war department to classify the immigrant from the military point of view, indicating his military service completed, and what branch of the service, then as the final entry, the fact of citizenship. Thus we should have at our command in an emergency hundreds of thousands of trained soldiers—trained by Europe for us at its own cost—volunteers to be sure, but all the more valuable for that. And that, personally appealed to, they would enlist in masses, I feel sure."

Thus we have a great body of soldiers, of all arms, trained and needing only officer and equipment. They might either be distributed among our native troops or be used as a first line of defense until the main army was assembled and the real forward movement began.

The suggestion is surely worthy of the most respectful consideration. It reveals the fact that we have "a citizenry trained to arms" of a sort different from what the author of that phrase had in mind. And no one knows the hearts of a great body of our adopted citizens will doubt that, with a proper appeal and adequate facilities to handle them, we could almost literally raise a big, loyal army over night.

"TWILIGHT ZONE AMERICANS."

A new sort of citizen has suddenly come into notice. He is characterized by officials of our state department as a "twilight zone American."

A good-sized colony of these "twilight zoners" exists in London. It consists of Americans who went to England a long time ago and have been content to stay there ever since. Some of them have resided in London for as much as thirty years. They are Americans who have lost touch with, and interest in, their relative land. Many of them are always ready with hostile criticism of things American, and always viewing their fellow citizens through British monocles. Henry James, the novelist, was a "twilight zoner" until lately, but he had enough American honesty to renounce his citizenship when he made up his mind that it was incompatible with his pro-British temperament.

Now, all at once, a great many of these gone and forgotten Americans have remembered their American citizenship. Their loyalty has been awakened by the fact that England is getting to be very strict with non-British residents. Since they are not British subjects, they must have passports if they want to stay.

And our state department makes the cruel announcement that in the case of these Americans who have deliberately abandoned themselves from their country for many years, never performing any of the duties of citizenship, it will not issue passports. They may suffer whatever fate their British hosts impose; Uncle Sam washes his hands of them.

It may be unconstitutional, but there's a wholesome patriotic lesson in it.

"PROVOKING THEM TO EXHAUSTION."

General Polivanoff, the Russian minister of war, says in a recent statement to an American newspaper that "the Russian troops are now provoking the enemy more than ever toward the exhaustion of his forces."

Thus he puts in a few striking words what is unquestionably the Russian military policy, the traditional method of Russian warfare, the plan by which Napoleon was beaten.

Russia, with her vast area, her great population and her infinite patience, lets the invader come, and then destroys him. The bear is her proper symbol.

The phrase seems to represent now not only the policy of Russia, but of all her allies. They do not seem to be making and real effort to recover lost territory or carry the war into the enemy's country. They realize that mere territory, in this conflict of nations, is nothing. It is men only that count. And on every front, along the 2,000 miles or more of trenches manned by the Teutons, their foes are deliberately "provoking" them "toward the exhaustion of their forces."

They attack the Germans and tempt them from their trenches in counter-attacks, then mow them down. As one British general puts it, in cold blood, "the war is simply an arithmetical problem of killing Germans." And in that fact lies the deadliest peril Germany has ever faced.

BRITISH AGGRESSION.

The seizure of the American merchantman Hocking seems to mark the climax of British aggression against American shipping. The vessel was taken by a British cruiser off the American coast, almost from American waters, when she was bound from New York to Norfolk, Va., to load a cargo of coal for Argentina. Even if her neutral ownership were plainly questionable, the legitimate rights and interests of Great Britain were in no way concerned. To seize a neutral vessel under American ownership, flying the American flag, engaged in American coastwise trade, in an act that can have no warrant in international law.

There doesn't even seem to be any question of the vessel's ownership or the legality of her transfer of registry from Danish to American. The officers of the American Transatlantic Company are American citizens, and it is asserted that every stockholder is an American citizen. Even if it should develop that a little of the stock is held by Germans, Great Britain has no admitted right to question the good faith of a transfer authorized by our government after due investigation.

What can be Britain's object in such seizure? Does she intend to use her navy to keep us from legitimate competition with her own exporters in the trade of South America and the central countries of Europe?

Ohio remains wet, in spite of Mr. Bryan's efforts there in behalf of prohibition. Which leads an irreverent newspaper to remark that the Germans must have failed to stand by him.

SELIM MICHELSON FOR PHOENIX POSTMASTER

PHOENIX, Nov. 8.—After a short conference at his hotel yesterday, Congressman Carl Hayden announced the recommendation of Selim Michelson, who will be the next postmaster of Phoenix.

Mr. Hayden settled on the appointment of Mr. Michelson yesterday shortly after noon, and announced forthwith that his recommendation to the postmaster general would go forward at once. In two weeks, the appointment will be made official, says the congressman.

Selim Michelson, who has been a resident of Phoenix for 23 years, came here from Tucson, where he had gone three years previously. He was born in San Bernardino, Cal., and was "in politics" from the time he grew old enough to know a caucus from a central committee.

Many important offices have been filled by Mr. Michelson.

In 1898, when he was chairman of the democratic city central committee, he succeeded in electing Emil Ganz, the only democratic mayor of Phoenix has had in over a score of years. He was head of the county central committee in 1906-8, and national committeeman from Arizona in 1908-12.

A member of both the Masons and the Elks, he has held many high offices in those orders. He was potentate of the stateshrine, grand high priest of the state and a pastmaster of the local lodge.

As one of the organizers of the Phoenix lodge of Elks, Michelson was one of the first exalted rulers. He was deputy grand exalted ruler for five years, and chairman of the territorial committee of the grand lodge of Elks of the United States.

Mr. Hayden said in connection with the appointment that it would be made during the present recess, and that the name of the new postmaster would be submitted by the president to the senate for confirmation early in the term which opens December 6.

BACK AGAIN, BUT WHERE'S THE BIRD?



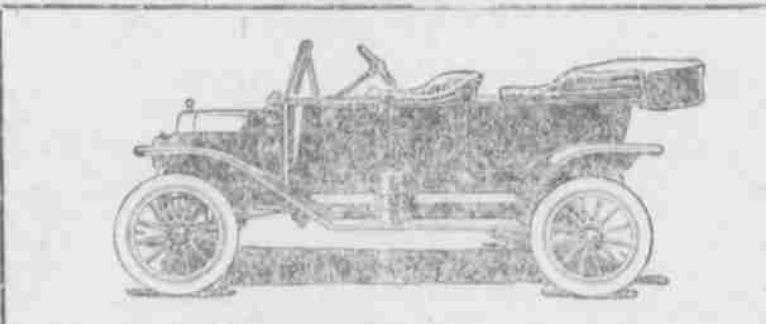
Every fifth roll is Certain-teed

The General says:—
"There are different ways of speculating
—and one of the easiest ways to burn up
your money is to buy an unknown grade,
a 'just as good' grade on a fake-guaranteed
grade of roofing."

Certain-teed Roofing

A man without money or responsibility can guarantee anything with his big manufacturing plant behind him. It means something to put the Certain-teed Roofing put why you should trust on Certain-teed.

General Roofing Manufacturing Company
World's largest manufacturers of Roofing and Building Papers
New York City Chicago Philadelphia St. Louis Boston Minneapolis Cleveland
Pittsburgh Detroit San Francisco Cincinnati London Hamburg Sydney
Kansas City Seattle Atlanta Houston



Famous Federal Truck

We will be pleased to call on any prospects with detailed information.

Our Phone Number is 67



We will have ready for delivery early next week a few FORDS, Touring Cars and Roadsters. There is still a shortage of FORDS and we would advise your placing orders immediately.

FIRESTONE TIRES

A complete stock in both stores.

Hood & Bledsoe

Phone 67

MINERS AND MERCHANTS BANK

THE MINERS & MERCHANTS BANK
invites business and personal accounts—offering modern banking facilities and unquestioned security. Here your account—even though small—will be WELCOMED—and APPRECIATED.
Bank with the Miners & Merchants Bank.

DEPOSITS OVER A MILLION AND A HALF DOLLARS

CASH PAID OUT IS OFTEN

hard to account for, while the same amount paid by Check accounts for itself, as the check is returned.
Try depositing your Cash with this bank—pay bills with your check and enjoy the SAFETY and CONVENIENCE of this modern plan.

Citizens Bank and Trust Company

Main Street, Bisbee, Arizona.
Will E. McKee, President. C. A. McDonald, Cashier.
O. W. Wolf, Assistant Cashier.

ADEQUATE

The management of this Bank is vested in practical men of wide experience and sound judgment—and the clerical force is thoroughly adequate to meet the demands of a growing patronage.
We welcome YOUR Checking Account.

Bank with us.

THE BANK OF BISBEE

BISBEE, ARIZONA